

SPORTING INCIDENTS

being

*A collection of forty-four plates of Coaching, Hunting,
Amateur Races, and Horses in the Show Ring.*

The designs by

W. S. Vanderbilt Allen

With an introduction by

Colonel William Jay

The whole described in text by

H. Milford Steele



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PART
THREE



Acquired 1957
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THE HIGH JUMP

TRANSPORT TYING MAUD AT 6 FEET 1 INCH

NATIONAL HORSE SHOW OF AMERICA

MADISON SQUARE GARDEN NOVEMBER 1892



Mr. S. S. Howland's Ontario jumping 7 feet, 2 inches.



HAT high jumping as applied to horses has taken a firm hold upon the popular fancy is sufficiently demonstrated by the fact that the jumping classes are the most successful feature, both in attractiveness and

in the number of entries, of all horse shows that are held in America at the present time.

In England there does not exist, as far as is known, any authentic record of any exceptionally high jump of a horse with a rider. In 1869 Jack Spring succeeded in jumping six feet and three inches three times at Dublin. In 1792 Hyde Park was bounded near Hyde Park corner by a wall which was six feet, two and a half inches inside, and six feet, eight inches on the outside. On January 24th of that year, for a bet of five hundred guineas, Mr. Bicknell rode his bay horse over this wall both ways, the feat being witnessed by many prominent people.

High jumping without a limit had its origin in this country at the first National Horse Show held in New York in 1883, when the chestnut gelding Marksman cleared six feet without touching the bars, defeating a field of ten. In 1888 Leo and Filemaker tied at the then remarkable height of six feet, nine and seven-eighths inches. In 1889, at the Chicago Horse Show, Ontario and Roseberry tied at six feet, ten and three-

quarter inches, Ontario carrying forty pounds more than his antagonist. In September of the same year, Roseberry jumped seven feet, one inch, at the Toronto Horse Show, and in the following May Ontario jumped seven feet easily in Washington.

Of all the high jumpers that have ever appeared in a show ring in this country, Ontario and Transport are probably the most popular. The former was bought by Mr. S. S. Howland as an untried horse in 1888. He was sired by Sharpcatcher, a famous thoroughbred, out of an unknown mare. Mr. Howland hunted the horse for nearly a year before he ever suspected his possibilities as a jumper.

Transport, the property of Mr. H. L. Herbert, is a black gelding, 17 hands high. He was purchased in Ohio and taken to Rockaway for driving purposes. He was found to be a natural jumper, and in the four years in which he has been shown in jumping events he has been a winner of eleven blue ribbons. In the Horse Show of 1890, ridden by Mr. Foxhall Keene, he performed the feat of jumping six feet, six inches, three times, and six feet, nine inches, all within one hour. He has remarkable speed and endurance, and is as successful in the hunting field as in the show ring.

The accompanying plate represents a High Jumping Contest at the Madison Square Garden in 1892, when the first prize was divided by Mr. H. L. Herbert's Transport, ridden by William McGibbon, and George Pepper's bay mare, Maud, ridden by Timothy Blong, each clearing six feet, one inch.





Painted by W.S. Vanderbilt Allen.

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The High Jump

National Horse Show Association, New York, 1892.

Transporting, Hand at 6 feet 1 inch.

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GYMKHANA RACES

ROCKAWAY HUNTING CLUB

At CEDARHURST JULY 5 1890



Road Team of Colonel Delancey Kane.



SERVICE in Her Majesty's Army in India, in piping times of peace, would be very irksome to the officers of the English regiment quartered there but for the Englishman's innate love of sport and his capacity for the invention of novel and amusing games. It is to these qualities that we are indebted for many of the more popular forms of amateur sport.

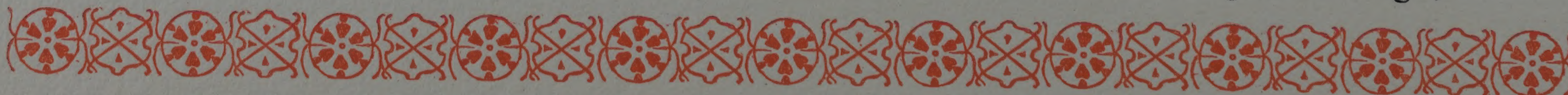
As first used in India the word "Gymkhana" meant an outdoor gymnasium where tent pegging, cricket, tennis, and other open-air games might be played; but gradually the name came to be more particularly used to describe certain grotesque pony races held there; and that is the present significance of the word wherever used.

In the early days of the British military occupancy of India small native ponies were used by the officers as hacks to save their other horses. Some native breeders began to cross these ponies with Arabs. The improvement was immediate and remarkable, and in a few years it was observed that the ponies so bred possessed an amount of speed and endurance that made them inferior only to the best horses in the regiments. Then it was that the sport of pony racing began, and the so-called Gymkhana races, which probably had their origin in the suggestion of some officer's wife, were a natural outcome.

In time these races were introduced into England and France where they became as popular as in India, and a few years ago one of the members of the Pony Racing Association received a number of programmes of Gymkhana Races which had been run at Pau with success. Acting upon the suggestion of pleasure contained in these programmes an attempt was made to make known the sport here, and on July 5, 1890, for the first time in this country, a race meeting of this character was held at Cedarhurst under the auspices of the Rockaway Hunting Club. This meeting was so successful that the novel sport was attempted and enjoyed in Morristown, Huntington, Boston, Bar Harbor, and soon elsewhere throughout the country.

At this first meeting in America the races were between ponies not exceeding fourteen hands and one inch, and the event which was the most amusing of the six then contested was the Umbrella Race, represented in the accompanying plate. The ponies were brought to the starting-point, saddled and bridled. The riders were on the ground and each was given a cigar and match and an umbrella. After the signal was given each competitor was to light his cigar, open his umbrella, mount, and proceed to the winning-post where he was to arrive with his cigar alight and his umbrella open and in good order. It was required also that the umbrella should have remained open during the entire race.

The winners in this event were: Mr. J. E. Cowdin on Clover, first, Mr. Farley Clark on The Chill, second, and Mr. R. La Montagne on Georgia, third.





Printed by W.S. Vanderbilt Allen

Printed by The Helotype Printing Co.

Cynkhamu Dava,
THE UMBRELLA RACE.
Rockaway Riding Club.
24th August, 1890.

THE COACH REPUBLIC

Mr. FREDERICK O. BEACH

At NYACK NOVEMBER 1892



Pony Lady Derwent and Tilbury of Miss Hope Goddard.



N the year 1682 a worthy citizen of Rye, named Samuel Leake, junior, made in his diary a curious entry in which he thanked God for having been permitted to complete in safety a journey which he had made with his wife and mother-in-law from London to Tunbridge in a coach. Before that time, and indeed for many years after, journeys were generally undertaken in England by means of post-horses, and infrequent lady travellers rode upon pillions—a mode of travelling which, though picturesque, must have been extremely fatiguing. The post-horses were gradually supplanted by heavy, lumbering vehicles known as “fly-waggons,” drawn by eight horses and carrying goods as well as passengers. It was not until 1796 that regular coaches were put on the more direct and important of the English roads. They were cumbersome and awkward affairs. One of them, the “Bellerophon,” built in 1805 for the Brighton road, is described as “a huge concern, built with two compartments, one carrying six, the other four inside, and with several out.” In 1823 the light four-inside coaches came into use, and the time from London to Brighton was reduced from twelve hours to five, and on one occasion the “Quicksilver,” with a King’s Speech of William IV., made the journey down in three hours and forty minutes.

After the advent of the railroad the coaches gradually disappeared, and the coaching age has so utterly passed away that few of the present generation have any idea of the hardships and dangers of a journey in those days. We find them mentioned but seldom by contemporary writers, because they were looked upon quite as matters of course.

The year 1866 saw the beginning of a coaching revival. The always popular Brighton road was again the route of an established line which, though a financial failure then, was reorganized in 1867 by the Duke of Beaufort and others among the subscribers of the year before, and has been successful ever since.

Road coaching was introduced into America by Colonel William Jay, Frederic Bronson, and a few others, some eighteen or twenty years ago. Interest in the sport was at first confined to a few enthusiasts, but it has steadily increased, and the year just past has been the most successful in the history of road coaching in this country.

The coach Republic, driven by Mr. F. O. Beach, and running between the Plaza Hotel and the club house at Tuxedo, made its initial trip on September 24, 1892. The season, which was an unusually brilliant and instructive one, continued until November 13th.

In the accompanying plate the Republic is represented on the journey in, south of Tarrytown, and having for its occupants Mr. Frederick O. Beach, whip, Mrs. Fernando Yznaga, Mrs. William Goddard, Miss Hope Goddard, Mr. J. J. Van Alen, Mr. J. Sampson Stevens, and Frank Howlett, guard.

THE COACH REPUBLIC. MR. FREDERICK O. BEACH, Whip

On the Road to Tuxedo. Nyack, November, 1892

Horsed by Mr. Pierre Lorrillard, Jr., and Mr. Richard Mortimer





GYMKHANA RACES

The Umbrella Race

Rockaway Hunting Club

At Cedarhurst, July 5, 1890.



THE HIGH JUMP

National Horse Show Association, New York, 1892

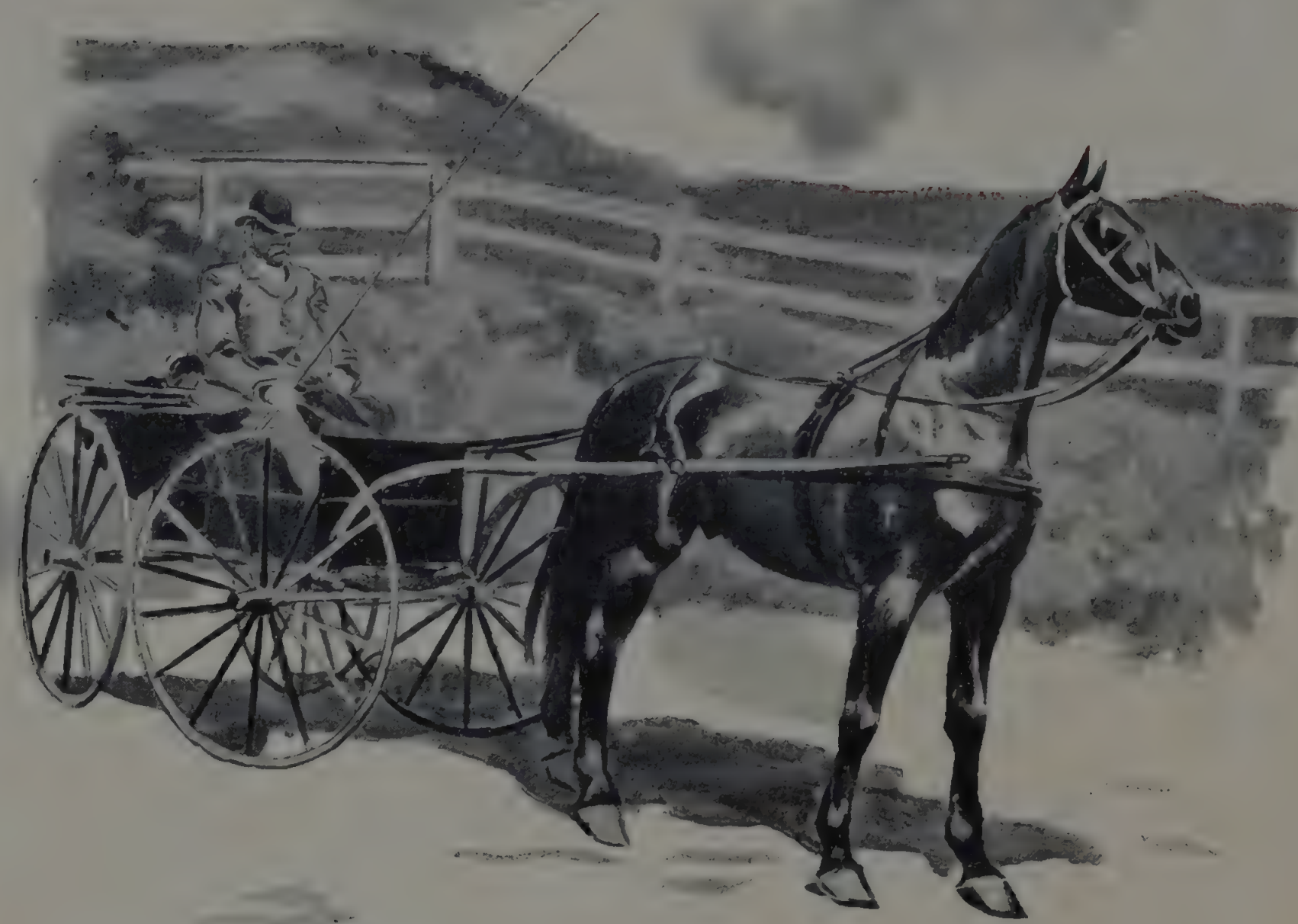
Transport tying Maud at 6 feet, 1 inch



PONY RACE FOR POLO PONIES

MR. FOXHALL KEENE WINNING ON THE CROW

At HEMPSTEAD FARMS OCTOBER 19 1893



Mr. Frank Work and Trotter.



IN the "History of the British Turf," by James Christie Whyte, published in 1840, a book that gives a complete and carefully prepared record of matters pertaining to racing in Great Britain up to that

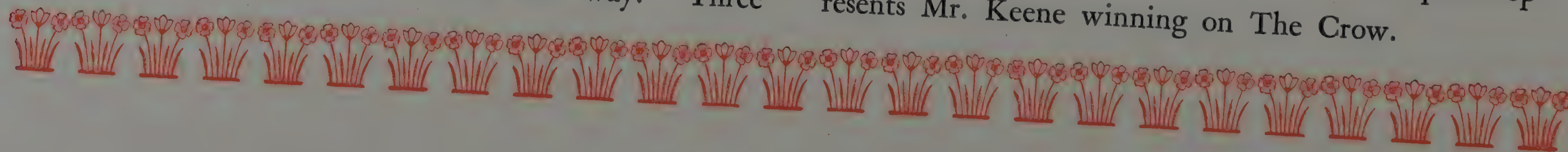
date, it is stated that the earliest mention of race-horses, or, as they were called in those days, running-horses, in the national annals, is of those sent by Hugh, founder of the Royal House of Capet, in France, in the ninth century, as a present to King Athelstane, whose sister, Ethelwitha, he was soliciting in marriage.

When William the Norman conquered the country the breed of horses became very much improved, and many were brought from other countries, principally from Spain and Normandy. Tournaments and horse races began to be frequent exhibitions in the reign of Henry II., and Smithfield, which was the first market in England for every kind of horses, was generally the scene of these exercises and sports.

Fitz Stephen, who appears to have been the chronicler of this time, says: "When a race is to be run by this sort of horses, and perhaps by others which in their kind are also strong and fleet, a shout is immediately raised, and the common horses are ordered to withdraw out of the way. Three

jockeys, or sometimes only two, as the match is made, prepare themselves for the contest. . . . The horses, on their part, are not without emulation; they tremble and are impatient, are continually in motion. At last, the signal once given, they start down the course, and hurry along with unremitting swiftmess. The jockeys, inspired by the thought of applause and the hope of victory, clap spurs to their willing horses, brandish their whips, and cheer them with their cries." However interesting or exciting this may have been to the spectators it can hardly be called the modern idea of an artistic finish. But the changes that have been wrought in racing by the influences of time and fashion have been so manifold that even an outline of the progress of the sport is impossible here.

In America racing of all sorts seems to grow in favor. Pony racing, particularly, has taken a firm hold upon the fancy of its followers, and, under the wise and sportsmanlike influence of the American Hunt and Pony Racing Association, the popularity of this form of sport has steadily increased. The event represented in the accompanying plate was the fourth of six races run on October 19, 1893, at Hempstead Farms, and was described as a race "for polo ponies played regularly during the season; gentlemen up; quarter of a mile; standing start." Mr. E. C. Potter rode Mr. Storey's Whortleberry, Mr. Foxhall Keene, The Crow, and Mr. Kernochan, Sea Gull. The plate represents Mr. Keene winning on The Crow.



PONY RACE FOR POLO PONIES

At Hempstead Farms, October 19, 1893

Mr. Foxhall Keene winning on The Crow



Printed by W. S. Woodcock, New York.



PONY RACE FOR PONY POINTS,
at Hempstead Turn, October, 1892.
The Marshall's horse winning on the finish.

Printed by the Heliotype Process.



